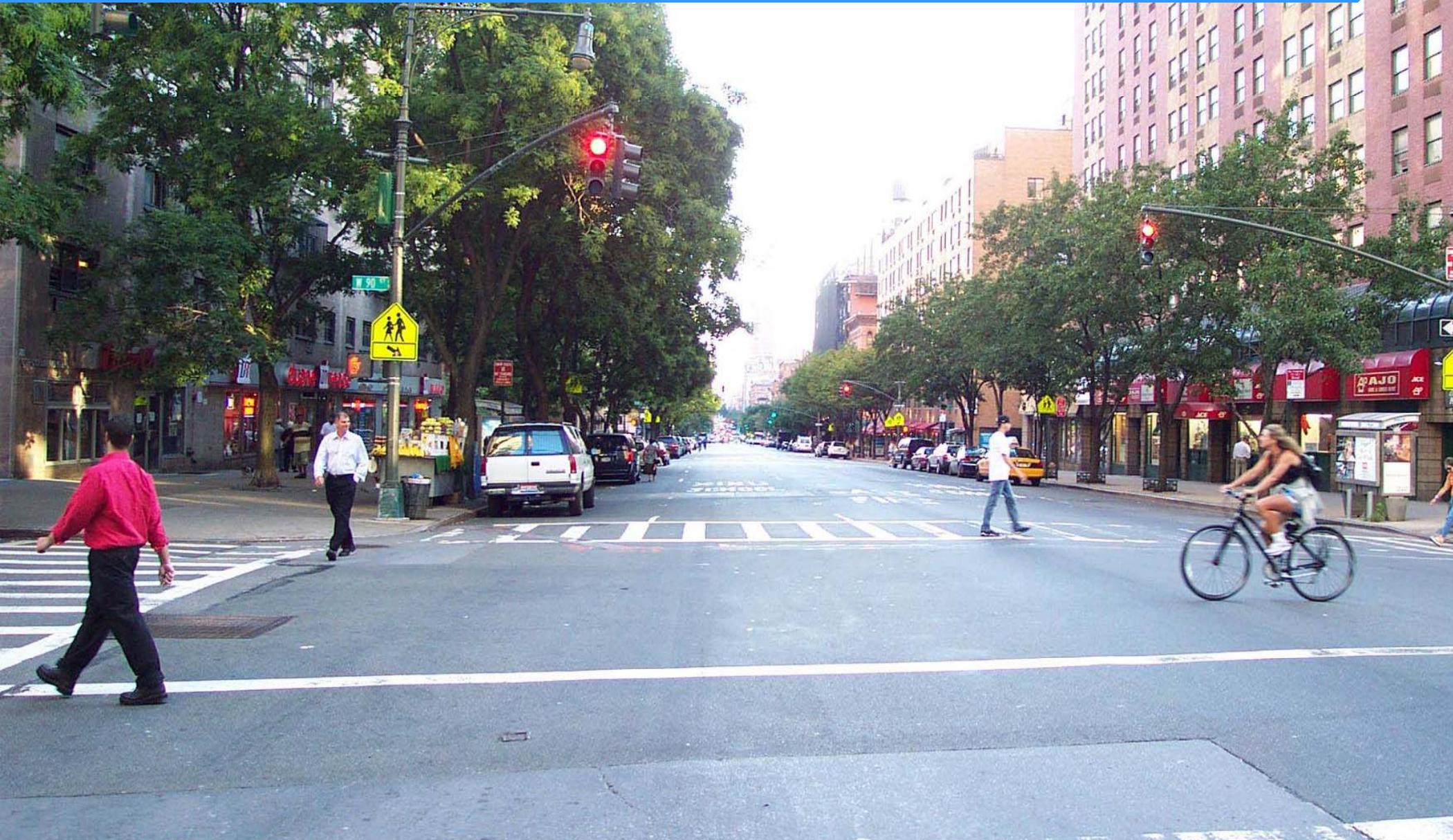
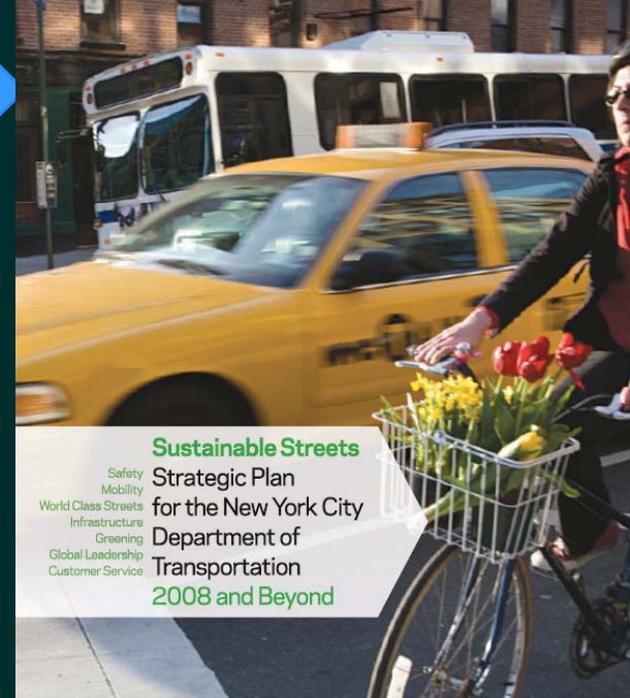
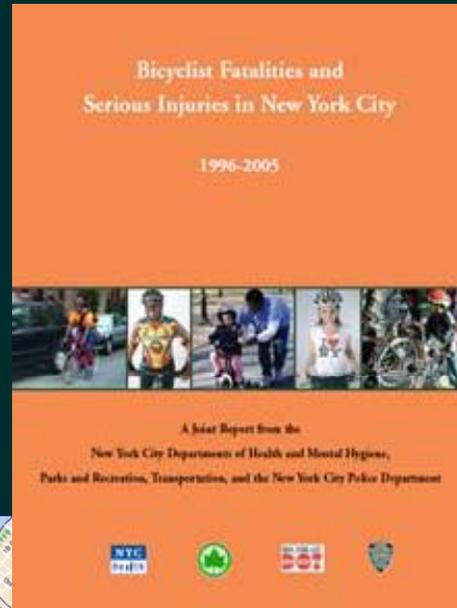
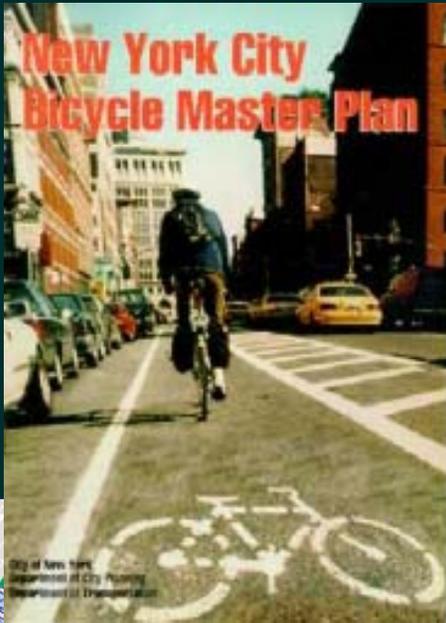


Columbus Avenue Parking-Protected Bicycle Path

West 96th to West 77th Streets



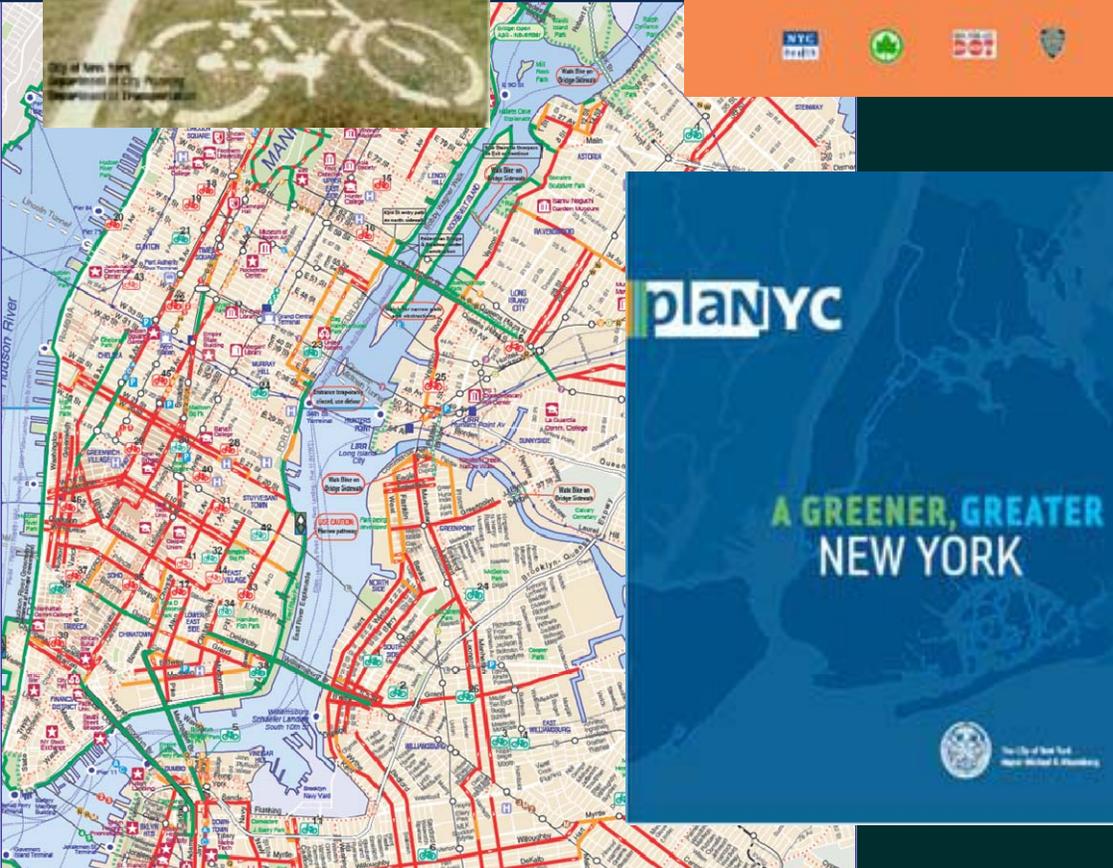
NYC Cycling Background



Sustainable Streets
Safety
Mobility
World Class Streets
Infrastructure
Greening
Global Leadership
Customer Service

**Strategic Plan
for the New York City
Department of
Transportation
2008 and Beyond**

– 200 miles of bike routes installed in last 3 years



– 79% increase in commuter cycling (2006-2009)

– 5 lane miles of on-street protected bicycle paths

Ridership Rates

New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2009

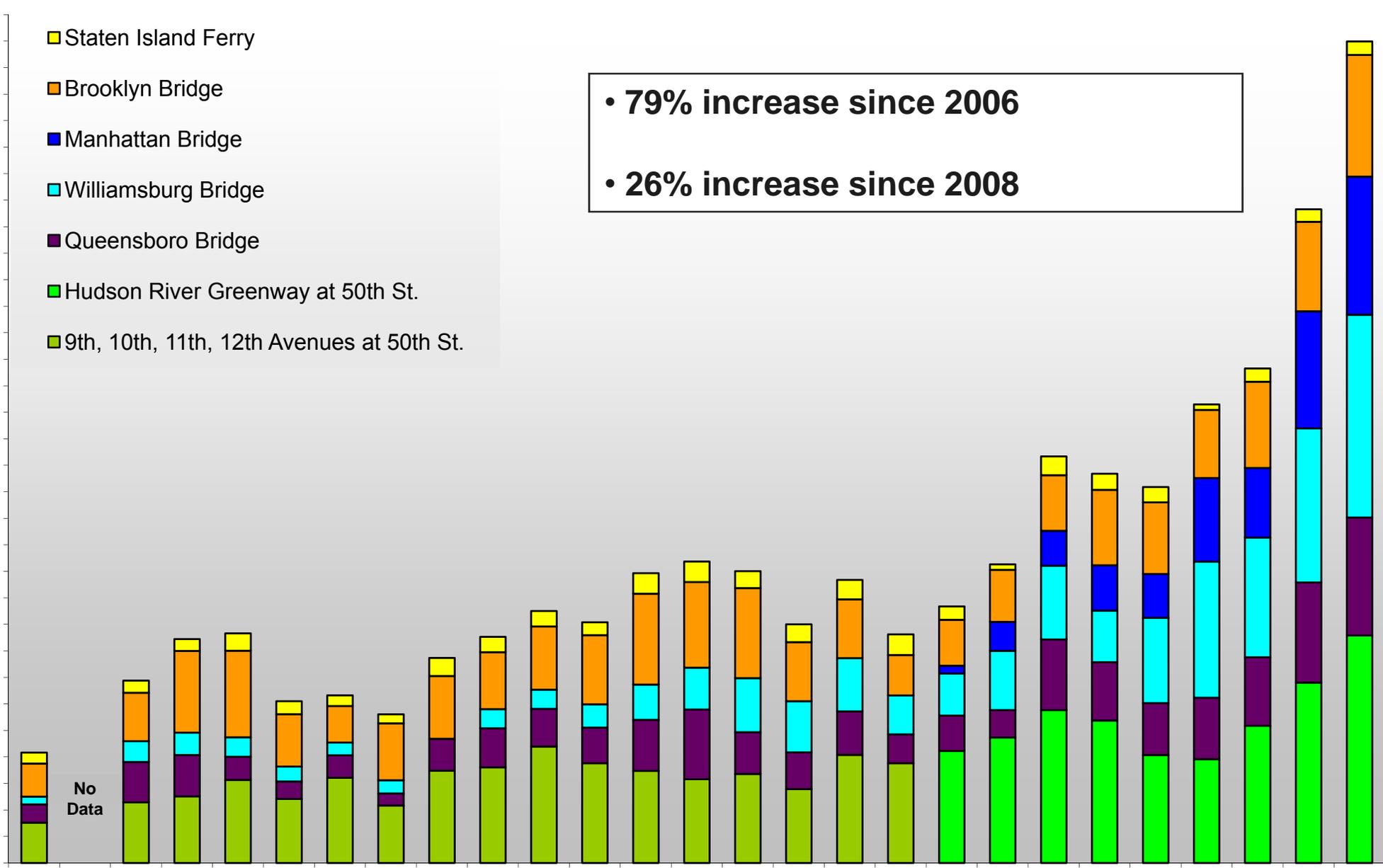
Cyclist
Volume

16,000
15,500
15,000
14,500
14,000
13,500
13,000
12,500
12,000
11,500
11,000
10,500
10,000
9,500
9,000
8,500
8,000
7,500
7,000
6,500
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0

- Staten Island Ferry
- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Hudson River Greenway at 50th St.
- 9th, 10th, 11th, 12th Avenues at 50th St.

• **79% increase since 2006**
• **26% increase since 2008**

1980 1981-1984 No Data 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009



Project Background



- CB 7 requested DOT proposal for protected bicycle paths
- No existing on-street southbound bicycle facilities on Upper West Side
- 60-foot wide street with three travel lanes and curbside parking
- Opportunities for speeding and reckless driving

Bicycles	12-hour period	
	579	
Motor Vehicles	AM Peak Hour	PM Peak Hour
	1,409	1,390

Crash Data

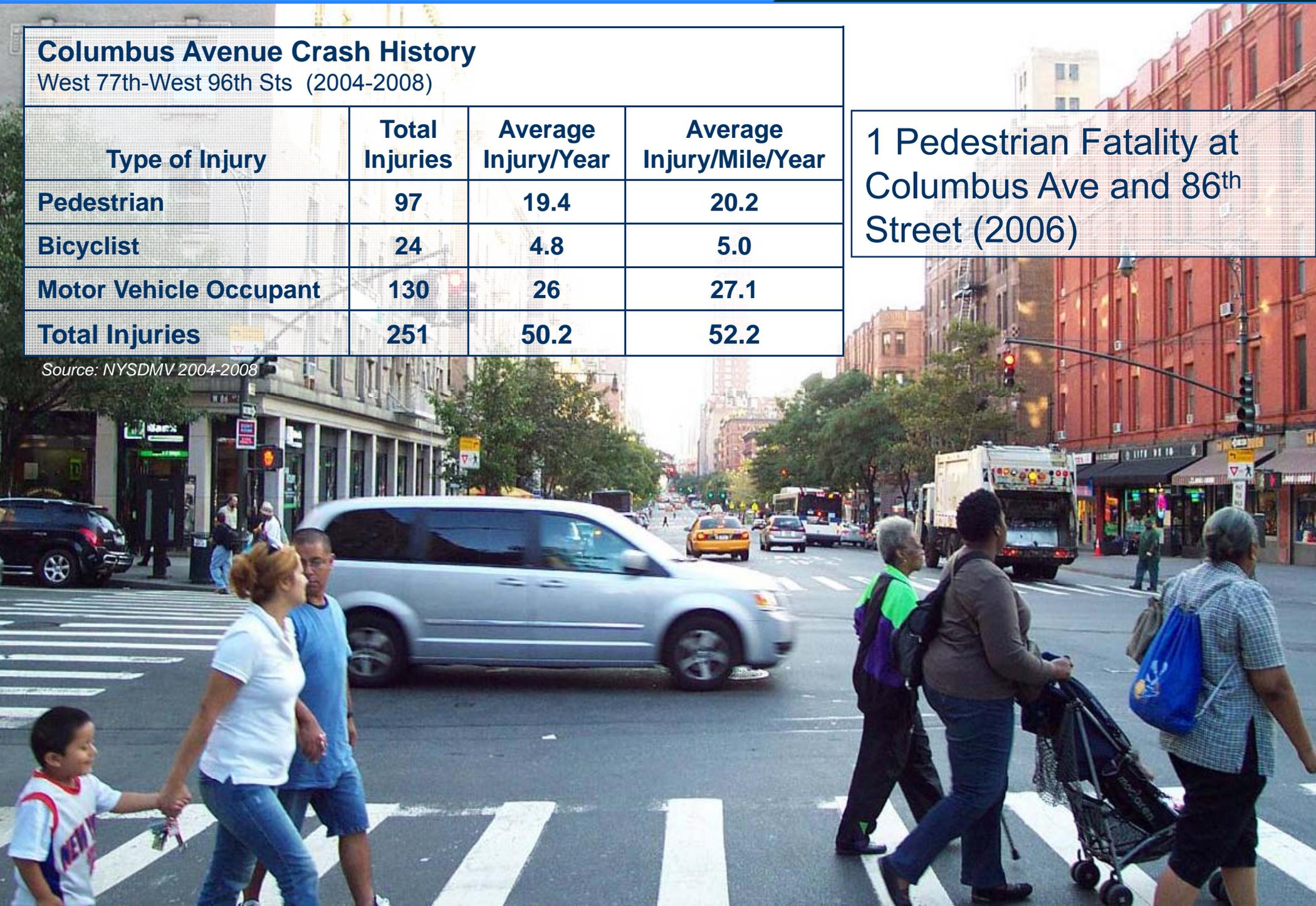
Columbus Avenue Crash History

West 77th-West 96th Sts (2004-2008)

Type of Injury	Total Injuries	Average Injury/Year	Average Injury/Mile/Year
Pedestrian	97	19.4	20.2
Bicyclist	24	4.8	5.0
Motor Vehicle Occupant	130	26	27.1
Total Injuries	251	50.2	52.2

Source: NYSDMV 2004-2008

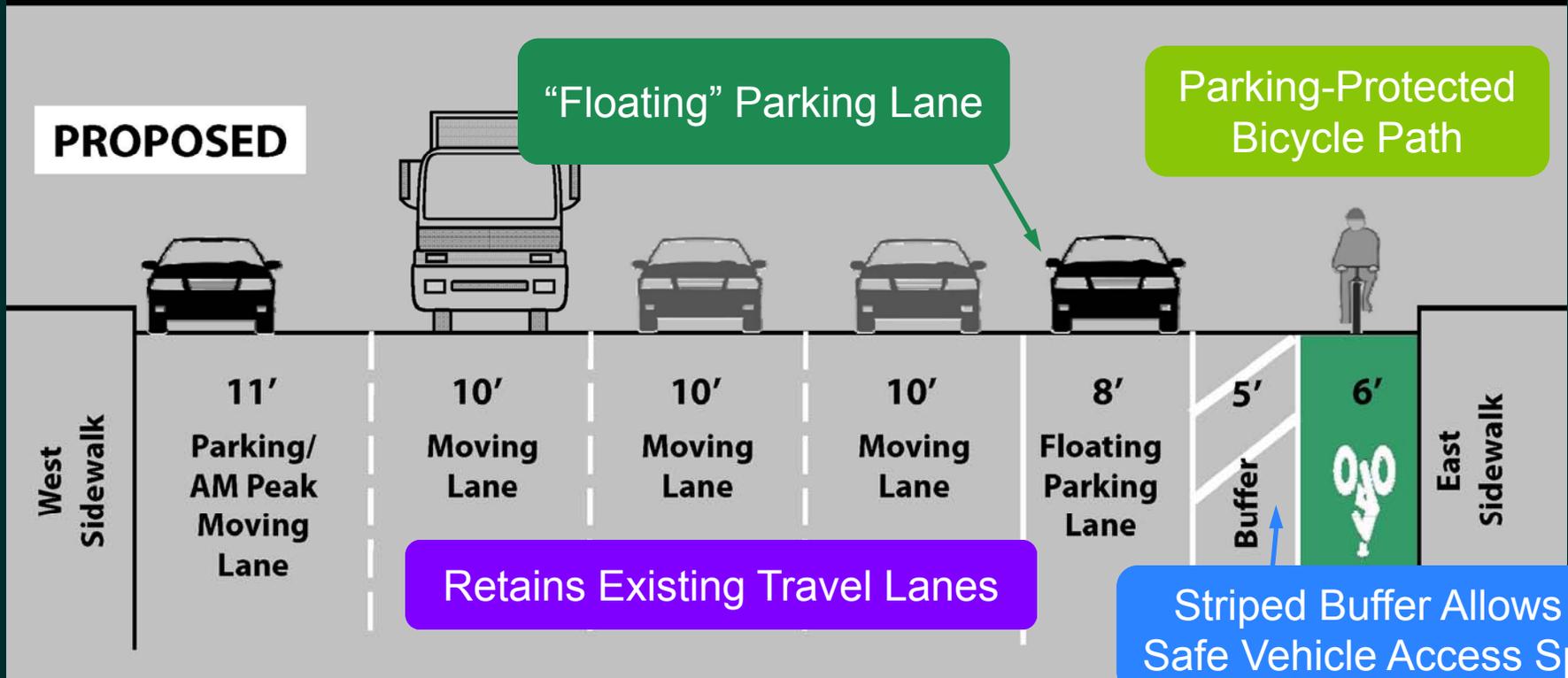
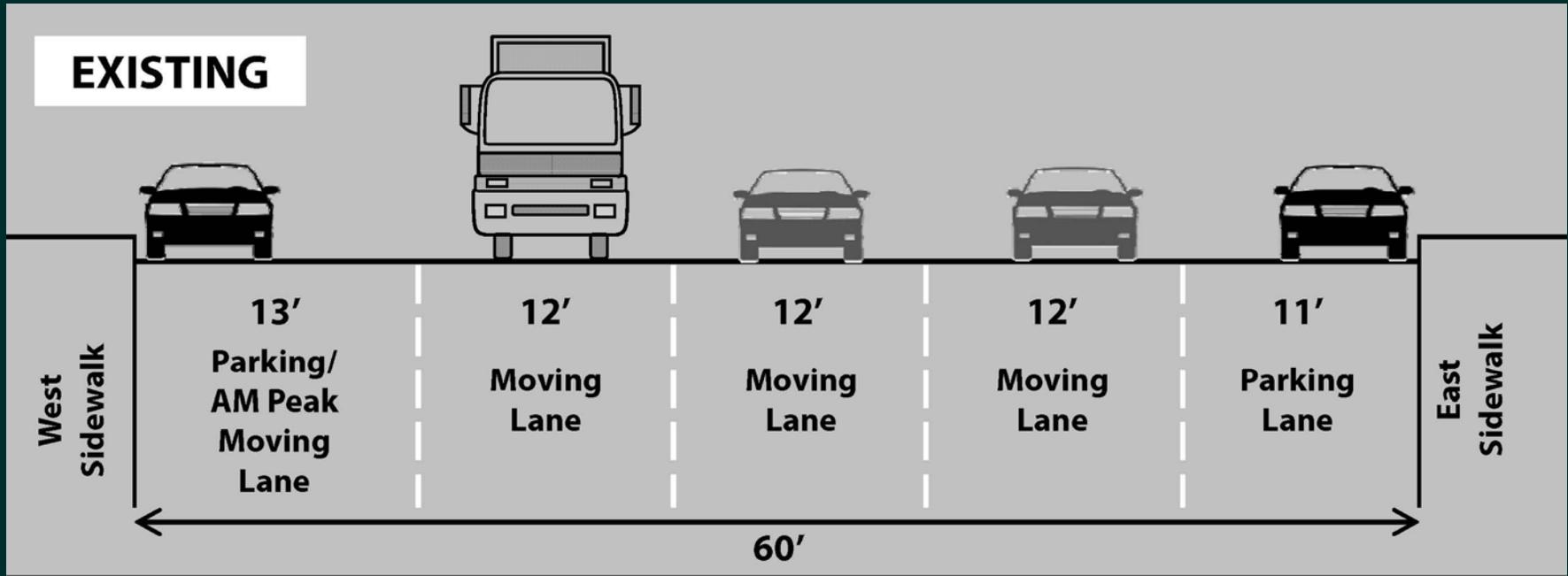
1 Pedestrian Fatality at Columbus Ave and 86th Street (2006)





Existing
Conditions -
Columbus Ave

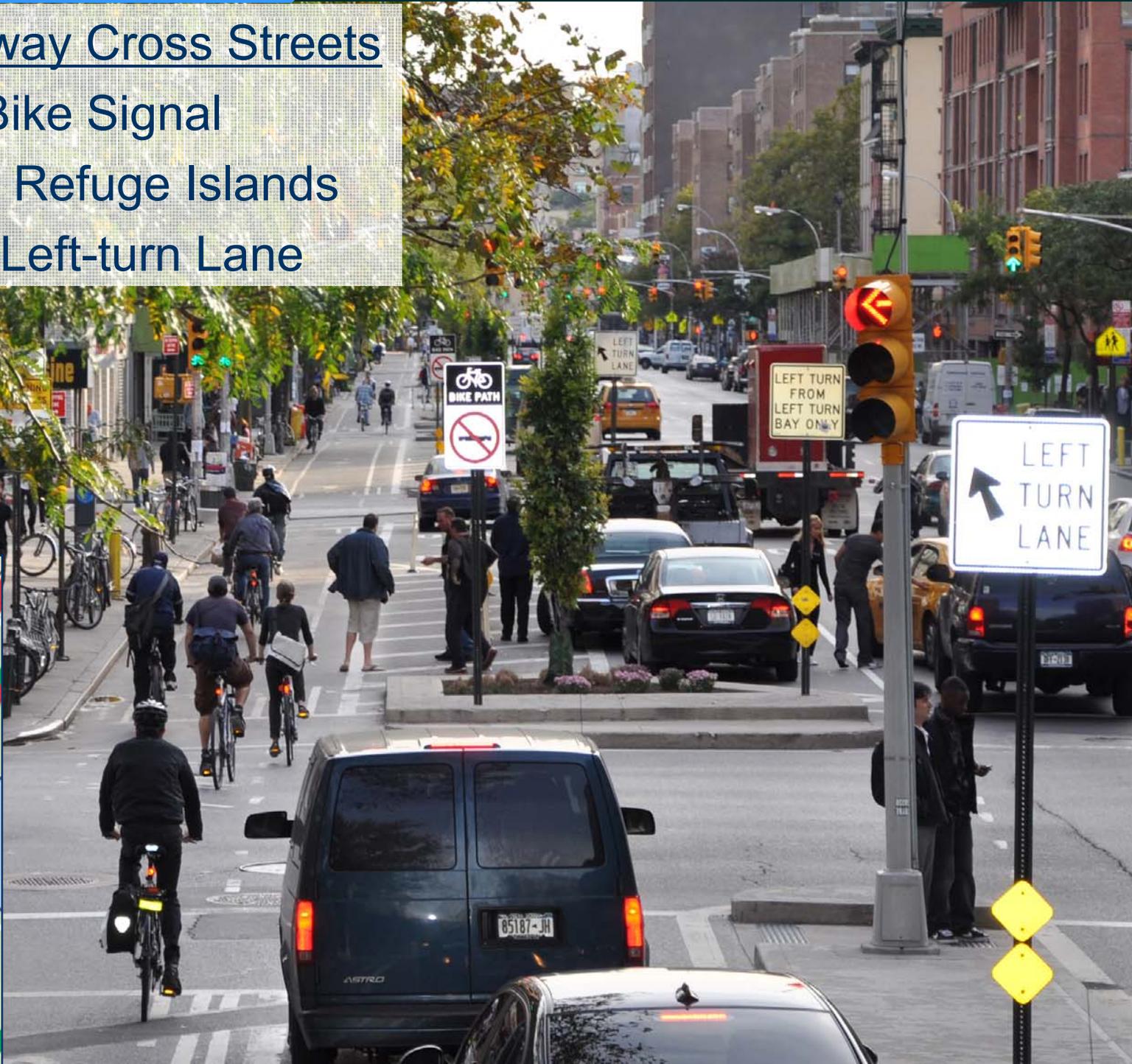
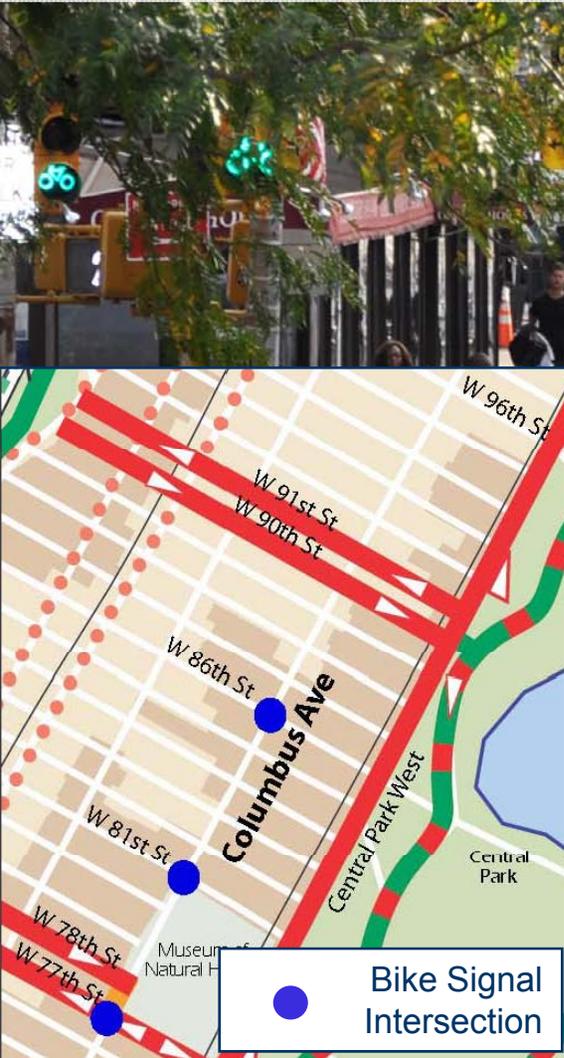
Proposed Configuration



Safe Intersections

At Wide, Two-way Cross Streets

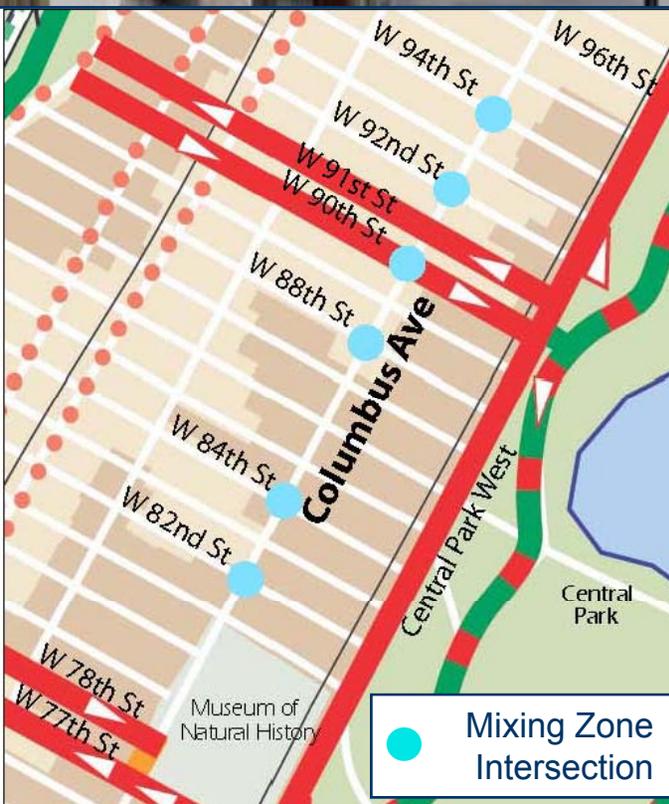
1. Separate Bike Signal
2. Pedestrian Refuge Islands
3. Dedicated Left-turn Lane



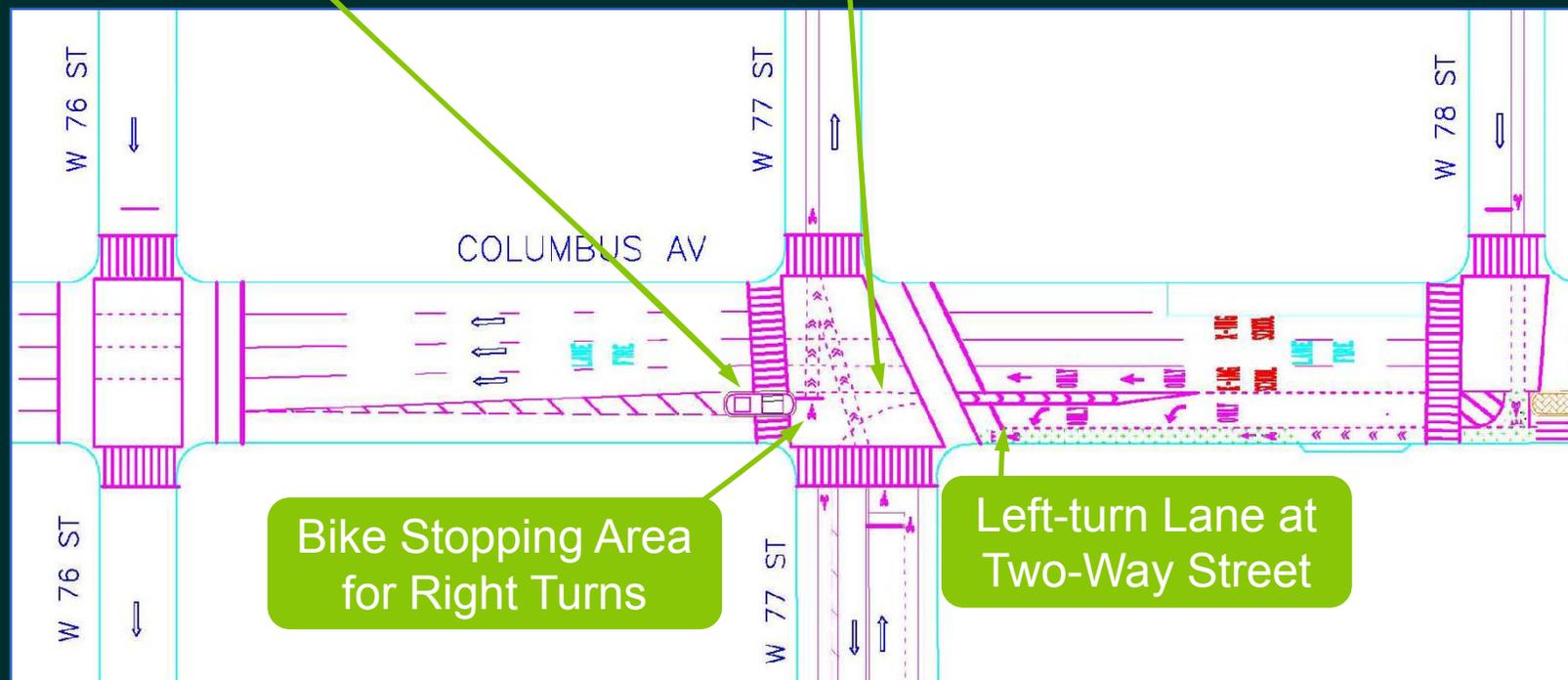
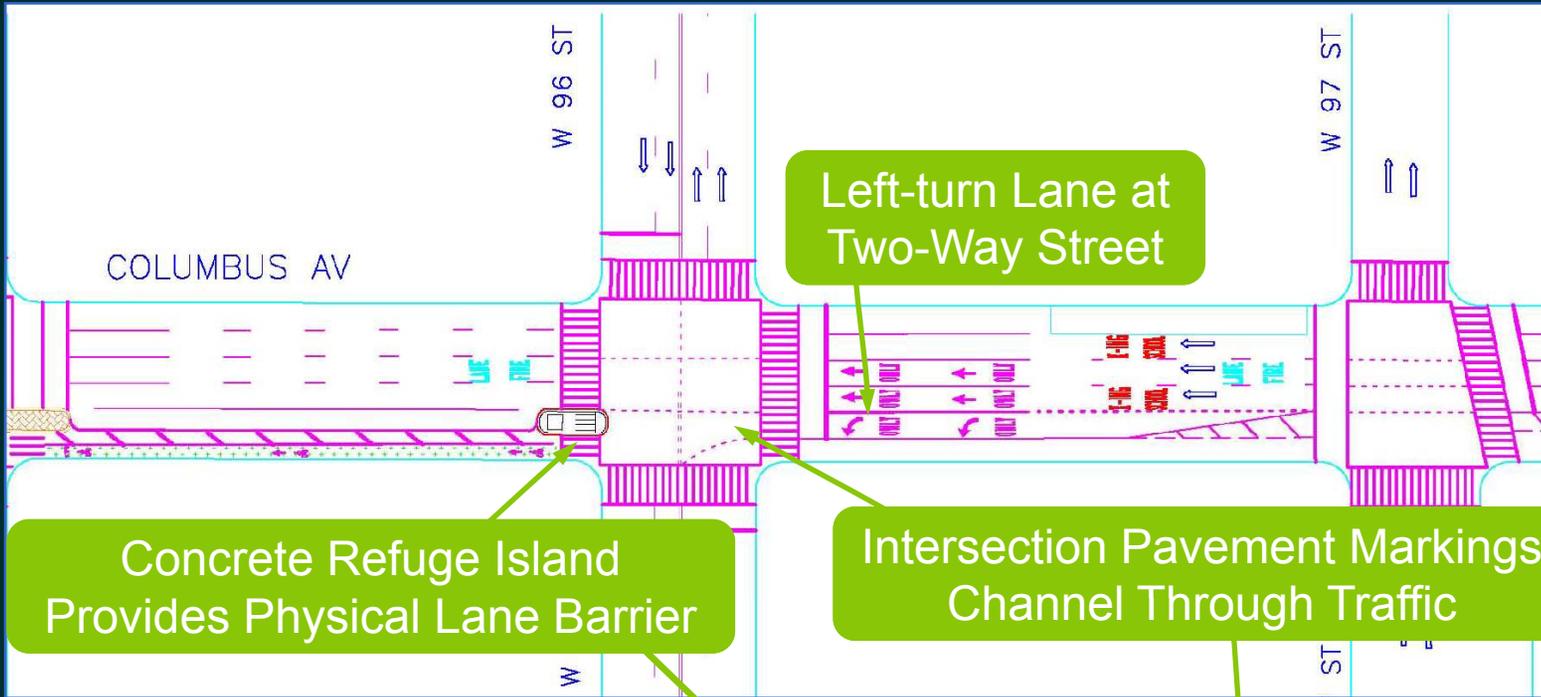
Safe Intersections – Mixing Zones

At Narrow, One-way Cross Streets

1. Sight Line Visibility
2. Mixing Zone Markings
3. Drop Green Paint



Project Transitions



Safety Results



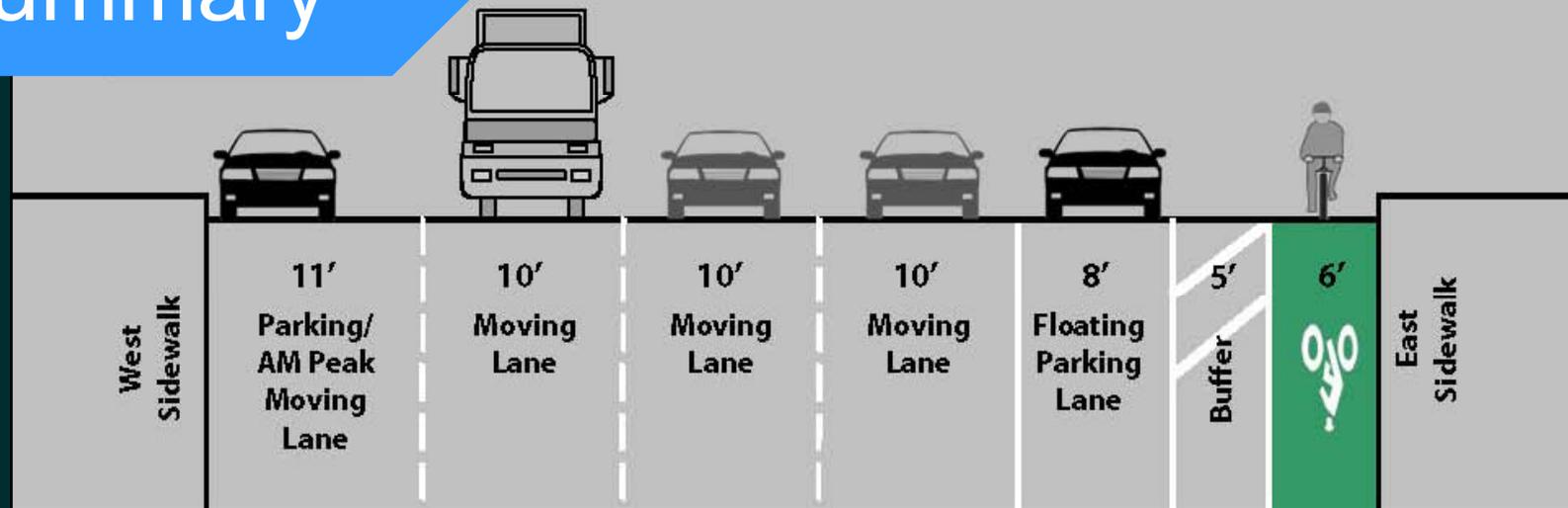
9th Avenue Bicycle Path:

- Injuries to all street users down 56%
- Injuries to pedestrians down 29%
- Injuries to cyclists down 57%
- Sidewalk riding down 84%

Grand Street Bicycle Path:

- Injuries to all street users down 31%
- Reportable crashes down 25%
- Injuries to pedestrians down 21%
- Sidewalk riding down 84%

Project Summary



- Enhances Safety for All Street Users
- Improves Bicycle Network Connectivity
- Provides Safety Treatments at Left-turn Intersections in Place of about 55 Metered Parking Spaces
- Decreases Pedestrian Intersection Crossing Distance
- Maintains Vehicle Traffic Capacity

Questions?

Thank
You